

Existing routes shown run all day with at least one trip per hour. Limited routes and Flyers are not shown because they make only a few trips per morning. Express routes are not shown.

Four maps compare existing service with a future cellular service for North Austin.

Map 1, at left, shows roads and existing routes.

Roads in north Austin are shown in grey lines.

Existing bus routes are shown with colored lines.

Dashed or dotted line routes have waits of 20 minutes or more between bus runs.

Most routes have waits of 30 minutes or more like Rt 243 that runs along Wells Branch in upper right.

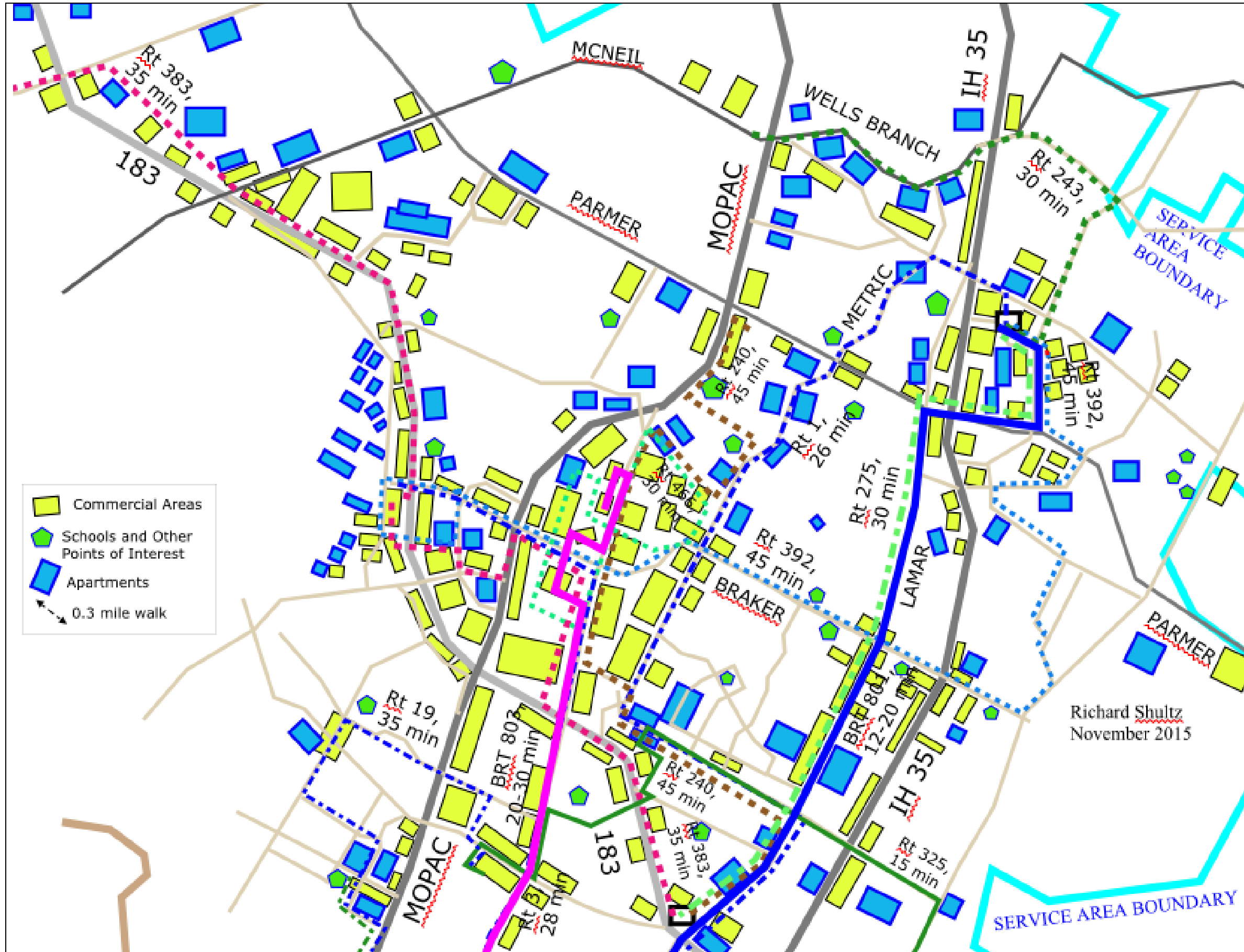
Route 392 on Braker Lane has 45 minutes between runs.

Only the solid line routes 325, 803 & 801 have less than a 20 minute wait.

This does not show express routes like the 982. Limiteds and Flyers are also not shown.

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Map 2 also has clusters of apartments and commercial areas



Map 2 also has clusters of apartments (blue)and commercial areas (yellow)

Schools and hospitals are shown as green pentagons.

Most people work and shop in dozens of small commercial areas that are outside the city center. These smaller commercial areas are shown as yellow boxes.

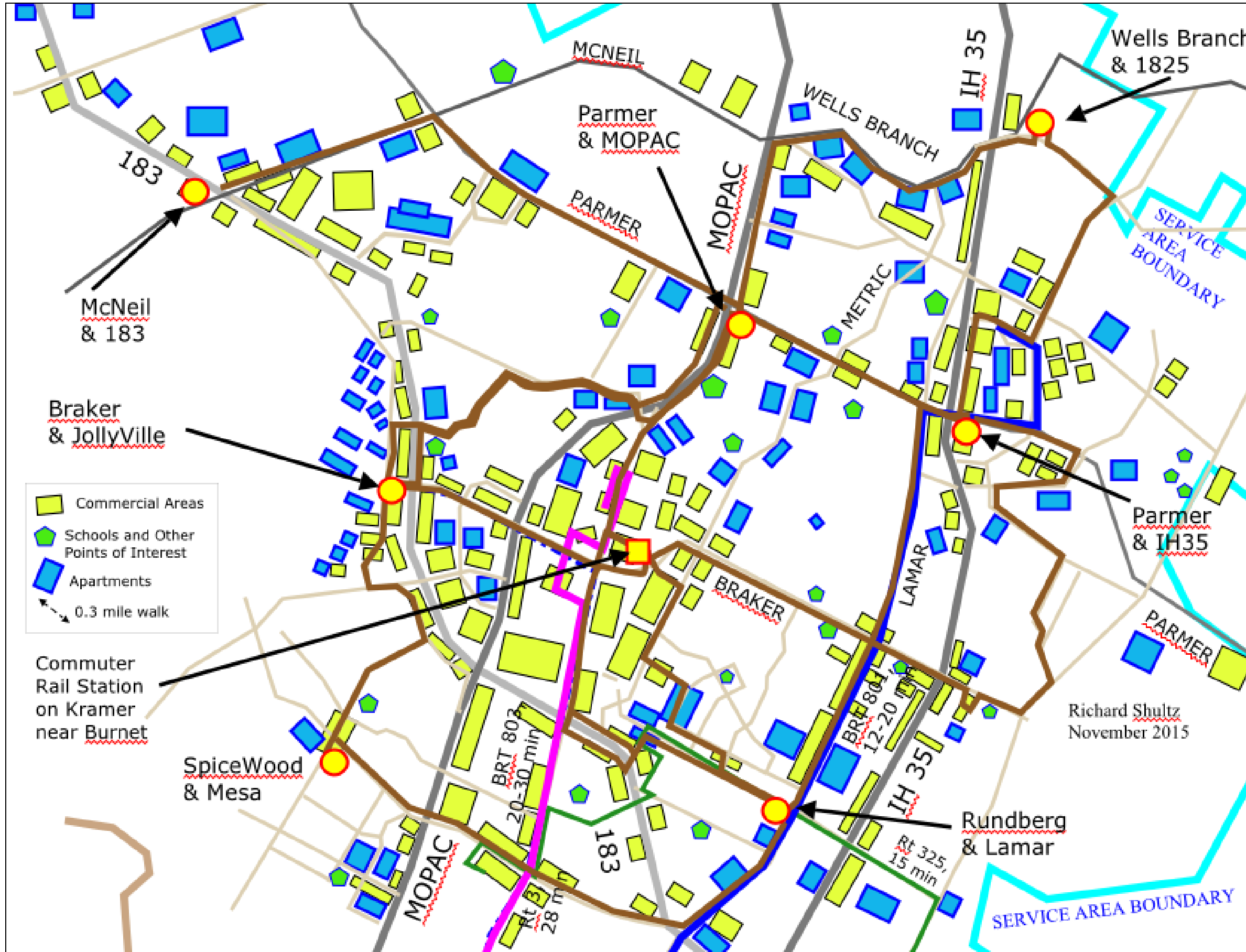
Large employers like Apple, IBM, Samsung and Dell are also depicted as yellow boxes.

Most of the lower 30% by income live in apartments. The lower 30% are at or below twice the Federal poverty guideline. That is about \$44,000 for a family of four. They can't afford a car and still save for retirement.

Many of these apartments get no service or infrequent service.

Service area boundary is shown as a solid light blue line.

With Map 3 we add hubs and feeders that link hubs.



This map adds proposed hubs and some of the proposed new feeder routes.

Brown lines are new feeder routes that would connect hubs. These would run in both directions.

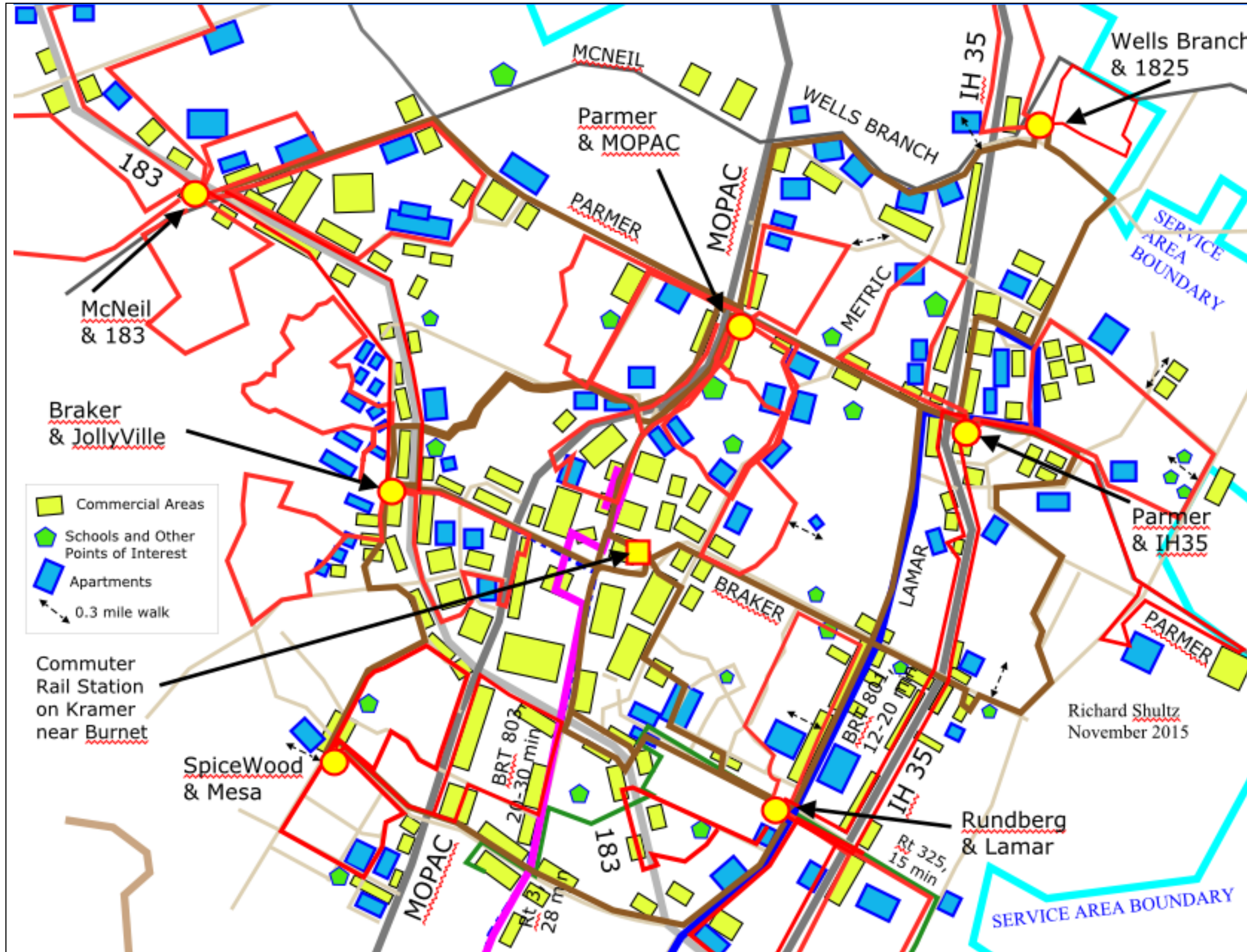
Several feeder routes would converge at a typical hub (yellow circles).

Hub feeders would run every ten minutes and make 10 or more stops per mile.

These feeder routes are connecting feeders that start at one hub and travel to the next.

Most of the existing routes are not shown as they would be phased out.

On Map 4 the looping feeders are added



This map adds looping feeder routes shown in red.

Most looping feeders start and end the trip at the same hub. They would run in one direction every ten minutes.

A few single direction routes run along one way frontage roads and between hubs.

Hubs would also be connected by express routes not shown. All express and feeder routes would be run every ten minutes. Most off-peak trips would be run by minibus.

Feeder routes would reach many apartments and commercial areas that get little or no service with the current system. The routes would run more often and pass closer to many apartments.

Walk distances of 0.3 miles are shown as dashed black lines with arrows at both ends. Most schools, hospitals, large employers and other public and commercial areas would be within 0.3 miles of a feeder route.

Many neighbor hoods with single family dwellings would also get more service.